
The Navy Worldwide Warehouse Redistribution Services Program

By

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As we learned from the U.S. Air Force in a previous Worldwide Warehouse Redistribution Services (WWRS) article in the Spring 1998 *DISAM Journal* written by Lt Col William C. Lee, the concept of the WWRS had been discussed for nearly seven years. Personnel at the Air Force Security Assistance Center (AFSAC) at Wright-Patterson Air Force Base, Ohio, refined the procedures involved and staffed WWRS through the Secretary of the Air Force for International Affairs and the Defense Security Assistance Agency, now called the Defense Security Cooperation Agency. In December 1997, AFSAC's plan to implement the WWRS was approved. Under WWRS, one country returns their excess items to the U.S. government, which then sells the item to a third country. As stated in the U.S. Air Force article, the WWRS goals are to reduce FMS customers' excesses reduce material cost for purchasers, reduce material acquisition lead times, and enable sellers to purchase needed assets.

Navy Participation in WWRS

Navy foreign military sales (FMS) customers have struggled with the same issues as their Air Force brethren when it comes to excess material. They wanted a streamlined material returns program, but some felt the existing FMS excess material return (FEMR) program was non-responsive to FMS requirements. It was also felt that the existing third party transfer process, which required U.S. government approval, was too lengthy. It also required sellers to find a buyer. Because of the aforementioned reasons U.S. Navy FMS customers rarely requested or attempted third party transfers. To try and remedy this situation and based on customer requests, a meeting between U.S. Navy and Air Force security assistance personnel was held in June of 1999 to discuss the possible participation of Navy FMS customers in the Air Force's WWRS program. The U.S. Air Force agreed to allow Navy participation in the WWRS program, and a request was forwarded to the Navy International Programs Office for approval. In February of 2000, Navy IPO granted permission for U.S. Navy FMS customers to establish cases with the Navy and participate in the WWRS program.

Before instituting the program on a worldwide basis, a test will be conducted. Two countries that had expressed an interest in participating in the WWRS program were chosen and letters were forwarded to those countries in March 2000 requesting they submit a Letter of Request (LOR) through normal channels.

The U.S. Air Force's WWRS web site and contractor will be used for all U.S. Navy FMS requirements, listing seller's items and showing current inventory levels. Some differences will affect requirements submitted by Navy FMS customers. The requirements will be screened and flow through the Management Information System for International Logistics (MISIL) vice the Air Force's Security Assistance Management Information System (SAMIS), and Navy personnel along with their Defense Finance and Accounting Service counterparts will transfer the appropriate funds to and from the proper Navy FMS customer cases. By doing this, the WWRS

interface will be easy to use and as invisible as possible to Navy FMS customers. Other than the selling country establishing a “Q” case with the U.S. Navy and buying countries designating the requisition by use of the “FWW” code, the process will be the same as ordering any other FMS requirement.

Future plans include a hyperlink on the Navy International Programs web site to the WWRS web site allowing customers throughout the world to identify material available through the WWRS program and then input their requirements directly via the web to MISIL using the Navy International Programs Directorate eBusiness Suite. Other enhancements will include an automatic screening of the customer-generated requirements by MISIL with acceptance/rejection status back to customer.

At this time the volume of Navy items and Navy FMS customers who want to participate in the WWRS program is unknown. However, by participating in the program, FMS customers will have the benefits of faster and cheaper support and increased availability of FMS excess capital. The U.S. Navy benefits by improving customer support and having oversight and approval of country transfers.

In summary, by participating in the WWRS program and using the tools (like MISIL) that Navy FMS customers are familiar with, everyone comes out a winner.

About the Author

Terrence O'Connor graduated from Saint Joseph's University, Philadelphia, PA. He earned a Bachelor of science degree and a degree in management and marketing, May 1977. He joined the Navy International Logistics Control Office (NAVILCO) as a systems analyst in the Policy and Programs Department 13 August 1979. In 1983 he became head of the NAVILCO Special Projects Office of the Operations Department until NAVILCO reorganized on 1 October 1996 to become the International Programs Directorate of the Naval Inventory Control Point (Code OF) at which time he was appointed the FMS Non-Standard Acquisitions Manager.

The Customer Operations Department was disbanded in January 2000 and Terrence O'Connor is now currently back in the Systems and Plans Department. His current duties still include non-standard acquisitions, contracting officers representative (COR) and ordering official and POC for all matters related to the FASTLINE contract, the Navy's representative on matters concerning the Air Force's PROS contract and World Wide Redistribution System (WWRS), the Navy's representative for installation and training of the Supply Tracking And Repairable Return system (STARR/PC) and MISIL Around the World. He is also involved in FMS and ICP Ecommerce initiatives and the FMS Hybrid Case reinvention initiative.